

ARUBA NEWS

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With the refinery for a backdrop, H.R.H. Prince Bernhard pauses for a moment after making motion pictures of an aerial exhibition put on for his benefit January 24 by the Aruba Flying Club. The Prince, an ardent flying enthusiast himself, enjoyed the spectacle before a luncheon given for him and his party by Lago at the new Esso Club.

Cu refinaria tras di su lomba, Prins Bernhard ta pará net ora cu el a caba di saka pelicula di e exhibicion aéreo cu Aruba Flying Club a demonstra durante su bishita na Lago dia 24 di Januari. Prins, un aficionado di bulamento, a goza e demostracion duna promé cu e lunch cu Lago a ofrece na Dje y su acompañantenan na Esso Club.

Pattern of New Committee Plan Is Completed With SPAC Appointments

The Special Problems Advisory Committee was appointed by Management January 18, with Casper Lacle, Alfred Medera, Julio van Dinter, Gideon Rathnum, Juste de Vries, Francisco Croes, Fred Marshall, and Reuben Medford named to serve. C. F. Smith is Management's contact with the committee. (At a later meeting, the eight members elected Mr. Lacle chairman, Mr. Medera vice-chairman, and Mr. van Dinter secretary.)

As in the case of the Lago Sport Park Recreation Committee and the Commissary Advisory Committee, this appointed group will serve for a term, after which elections will be held. The only part of the new plan not now completed is that of the district representatives, who will be elected after the Lago Employee Council negotiates a working agreement with the Company.

The Special Problems Advisory Committee will represent all staff and regular employees, because the items on which it is to advise Management concern all employees. While the Lago Employee Council negotiates wages, hours, and working conditions only for non-supervisory personnel, the SPAC advises and consults with the Company on the particular matters outlined below of interest to all employees. It is drawn from all levels, and, to give proportionate representation, it includes four nationals and four non-nationals.

The Special Problems Advisory Committee will advise and consult with the Company on matters pertaining to employee benefit plans, sales to employees other than Commissary items, safety topics not related to work, medical facilities, and other off-the-job problems.

Advising on benefit plans such as the Thrift Plan, Vacation Savings Plan and Retirement Plan is possibly its most important activity. Because of this, and because advising efficiently requires a thorough understanding of the various plans, special sessions may be necessary to acquaint the members with all features.

New Plan Reviewed

The appointment of the Special Problems Advisory Committee rounds out the committees formed under the new employee representation plan, with negotiating activities and advisory activities handled by separate groups to ensure the best possible handling. Proportionate representation is secured by the groups containing national and non-national members in proportion to the number of employees being represented.

Negotiable Functions

The Lago Employee Council is an eight-man negotiating group dealing with on-the-job problems of wages,

Continued on page 3.

Man Dies As Schooner Wrecks on North Coast

The hero in the famous Spanish author Miguel Saavedra de Cervantes' masterpiece "Don Quijote" fought against windmills.

In a more tragic manner, the schooner "Don Quijote" of the Dominican Republic had a losing fight against wind and sea, when it encountered a storm on Aruba's north coast on Sunday, January 15.

With torn sails and a broken rudder, the schooner drifted aimlessly around, with eleven lives at stake. Of these, ten were members of the crew, and one was a passenger, Emilio Suarez, whom music-lovers will remember as a maestro visiting here two years before.

When the situation became more critical, four men were sent out from the ship in a rowboat to summon help. They, too, drifted for many hours, and though they left the ship in distress around seven on Sunday morning, they did not reach land until Monday afternoon. They then walked from Boedoei to Santa Cruz, reporting at the Police Station there around three in the afternoon.

While in the process of getting organized to answer the call for help, news came that it was no longer needed, as the ship had been smashed against the rocks.

Of the seven men that remained aboard ship, waiting for help, one was either drowned or smashed against the rocks. The survivors reported him to be a man of about 55 or 60 years of age. Police saw the body floating when they arrived on the coast for an inspection.

The schooner was coming from Santo Domingo, with a cargo of grain and fruit. The survivors were taken back to the Santa Cruz Police Station, where a full report of the tragedy was made.



Members of the Special Problems Advisory Committee are, standing: Fred Marshall, LOF; Gideon Rathnum, TSD; Reuben Medford, M & C Yard; Francisco Croes, M & C Yard. Sitting: Juste de Vries, Gas Plant; Alfred Medera, Storehouse; Casper Lacle, Industrial Relations; and Julio Van Dinter, Receiving and Shipping.

Thousands See Prince On His Visit to Aruba

Thousands of people gathered at various places on the island last month to see and cheer His Royal Highness Prince Bernhard during his visit to Aruba. (For the full story of the Prince's visit, in pictures, see pages 4 and 5.)

Prince Bernhard visited Aruba on January 23 and 24. During that time he and his party toured the island from one end to the other.

The Prince ended his visit to Lago on January 24 by piloting a private plane

Continued on page 8

Cost of Living Bonus for S & R Employees Continues 3 Months

In a meeting with the Lago Employee Council January 28 Management announced the figures in the latest cost of living survey, resulting in a new cost of living bonus for staff and regular employees for the three months from February 1 to April 30. The new bonus, similar in all aspects to the bonus of the past three months except in amount, will be 5.39 per cent of regular and overtime earnings and any acting or temporary allowances. The last previous bonus was 5.23 per cent.

The Council was also informed that notification of changes in the cost of living bonus will be made only in the Aruba Esso News in the future, and not also by General Notice as in the past. This is in line with the recent policy of using the Aruba Esso News more extensively for announcements to employees.

Miles Ta Mira Prins Bernhard Durante Su Bishita na Aruba

Miles di hende, reuní na varios lugarnan riba Aruba luna pasá, a mira y saludá Su Alteza Real Prins Bernhard durante su bishita na Aruba (mira portretnan riba página 4 y 5).

Prins a bishitá Aruba dia 23 y 24 di Januari; durante e tempo ey, Prins y su escorte a keiru riba henter Aruba, di un punta pa otro.

Prins a terminá su bishita na Lago dia 24, cu un biaha den un avion particular for di de Vuijst Field pa Dakota, durante cual e mes tabata piloto. E aeroplano ta propiedad di A. H. Shaw di Utilities, y esnan cu a compañé aden tabata Majoor G. Sonderman y A. H. Shaw. Tres otro avion di Aruba Flying Club a haci e biaha di un punta di e isla pa otro, hunto cu Prins. Prins tabata masha satisfecho cu funcionamiento di e aeroplano y a apreciá masha cu el a haya oportunidad pa bula aden como piloto.

El a haya deseo di bula den e aeroplano despues di a miré tumando parti den un exhibicion aéreo cu miembronan di Aruba Flying Club a demonstra. E exhibicion a tuma lugar over di e lagoen banda di Esso Club nobo, unda Prins y su acompañantenan a gasta lunch.

Prins Bernhard y su escorte a yega na maingate di Lago pa 11 'or di mainta dia 24 di Januari. Nan a sali foi Lago pa 3 'or di merdia.

Despues di a pasa den refinaria, Prins a bishita school di Lago. Ex muchanan di school a canta Wilhelmus, y cuater mucha-muher, correspondiendo na edad di e cuater Princesitanan, a presenta regalonan na Prins pe hiba pa su jioenan.

Di school Prins a sigui pa Hospitaal di Lago. Aya el a bishita henter e edi-

Continuá na pag. 8

ARUBA ESSO NEWS

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300,000,000 Cubic Miles - But Still Scarce

Covering three-quarters of the earth's surface, the sea holds at least three hundred million cubic miles of water — all of which, at a price, could be distilled into drinking water.

No one has ever calculated how much of the surface of the earth is covered by lakes, ponds, rivers, brooks, and other fresh water. But it is thought that eleven million cubic miles of water are currently frozen into glaciers, icecaps, and ice sheets. Converted to liquid form, they would equal the total rainfall on the land surface of the earth for the next 325 years, and would raise the sea a hundred and fifty feet above its present level.

So, far from being a natural resource which is constantly dwindling, water is as permanent as sunlight and air. Instead of diminishing, the amount of water on the earth actually keeps increasing.

The term "water shortage" only has meaning when applied to a certain place at a certain time. Today the "certain place" is New York and New Jersey, where Lago's fresh water comes from, and the time is now — that area is in the midst of a serious water shortage. So water, the commonest and cheapest of our mineral resources — in the United States it's even cheaper than dirt — has suddenly become one of our most valuable commodities.

The water shortage in the eastern part of the U.S. is now critical. Before the situation gets better, it will probably get worse. Until the fresh water supply once again becomes plentiful, everyone must cooperate in reducing our consumption. Effectively reducing our use of water cannot be accomplished by just a few — it's a job in which everybody must do their part.

Lamar ta Grandi -- Pero Awa Dushi Ta Scars

Lamar ta cubri tres parti di mundo y ta consisti di alomenos tres millon milla cúbico di awa — y tur e tres millon milla cúbico por worde distillá na awa di bebe; esaki, naturalmente, tin su prijs.

Ningun hende no a yega di calculá cuanto parti di mundo ta cubri pa lagonan, rionan, tankinan y otro awa dushi. Pero si ta conoei cu 11 millon milla cúbico di awa ta continuamente na forma di ijs. Si tur e ijs worde comberti na liquido, lo e igualá yobida riba mundo pa e siguiente 325 anjanan venidero, y lo aumentá superficie di lamar cu 150 pia di loque e ta awor.

Asina pues, enbez di ta un producto di naturaleza cu ta

Refinery Reporters

- | | | |
|-------------------|-------|--------------------------|
| Simon Coronel | ..... | Hospital |
| Elpat Chand | ..... | Storehouse |
| Sattaur Bacchus | ..... | Instrument |
| Simon Geerman | ..... | Drydock |
| Bernard Marquis | ..... | Marine Office |
| Iphill Jones | ..... | Receiving & Shipping |
| Erskine Anderson | ..... | Acid & Edeleanu |
| Fernando da Silva | ..... | Pressuro Stills |
| Bertie Vlapree | ..... | C.T.R. & Field Shops |
| Hugo de Vries | ..... | T.S.D. Office |
| Willemiridus Bool | ..... | Accounting |
| Mrs. Ivy Butts | ..... | Powerhouse 1 & 2 |
| Jacinto de Kort | ..... | Laboratories 1 & 2 |
| | | Laboratory 3 |
| | | Lago Police |
| | | Esso & Lago Clubs |
| | | Dining Hall (2) |
| | | Catalytic |
| | | M. & C. Office |
| | | Masons & Insulators |
| | | Machine Shop |
| | | Blacksmith, Boiler & Tin |
| | | Pipe |
| | | Welding |
| | | Colony Commissary |
| | | Plant Commissary |
| | | Laundry |
| | | Colony Service Office |
| | | Colony Shops |
| | | Garage |
| | | Industrial Relations |
| | | Sports |
| | | Special |
| | | Carpenter & Paint |
| | | Gas Plant |

Lake Fleet Reporters

- | | | |
|------------------|--|----------------------|
| R. Boekhoudl | | S.S. "Amacuro" |
| M. L. Lane | | S.S. "Ambrosio" |
| J. A. Melfor | | S.S. "Andino" |
| R. Wilson | | S.S. "Bachaquero" |
| N. Sampson | | S.S. "Boscan" |
| H. W. Mulzac | | S.S. "Caripito" |
| M. John | | S.S. "Cumarebo" |
| N. F. Clarke | | S.S. "Guarico" |
| R. M. Josephia | | S.S. "Invercaibo" |
| F. Modeste | | S.S. "Inverrosa" |
| P. N. Semeleer | | S.S. "Inverruba" |
| C. T. Panlophlet | | S.S. "Jusepin" |
| Z. Z. Fleming | | S.S. "Mara" |
| F. T. Angel | | S.S. "Maracay" |
| J. Smilh | | S.S. "Misoa" |
| R. A. Martis | | S.S. "Peder.ales" |
| W. F. Van Putten | | S.S. "Quiriquire" |
| C. Gilkes | | S.S. "Sabaneta" |
| K. Davis | | S.S. "San Carlos" |
| L. Findley | | S.S. "San Cristobal" |
| C. A. Euton | | S.S. "Temblador" |
| A. C. Nurse | | S.S. "Trujillo" |
| J. Kock | | S.S. "Yamanota" |
| G. O. Walker | | Shoregang |
| J. I. Yanga | | Tug "Delaplaine" |
| L. E. Marchena | | Tug "Colorado Point" |
| O. L. Van Putten | | Relief Pumpmen |

Three Are Promoted Recently

Promotions went to three employees in the Comptroller's Department last month. They are A. S. Ayer, R. H. Engle, and G. G. Baker.

Mr. Ayer was appointed Assistant Chief Accountant, with supervision over four divisions: Cashiers, Financial and Cost, Service, and Shipping and Process. An employee since September 1939, Mr. Ayer was division head of Financial



A. S. Ayer (above left)



R. H. Engle (above right)

G. G. Baker (left)

and Cost Accounting prior to his assignment to his present position.

Mr. Engle was named Assistant Chief Accountant with supervision over these divisions: Material and Commissary, Payroll and Thrift, Properties Records, and Tabulating and Statistical. Mr. Engle's Company service dates from March 1929, and he was head of the Systems and Methods Division until his new assignment.

Mr. Baker was appointed head of the Systems and Methods Division, replacing Mr. Engle. An employee since May 1948, Mr. Baker was formerly a Systems and Methods Analyst A.

French Club to Sponsor Games

The French Windward Island Welfare Association will sponsor two competitions which get underway early this month. The group will sponsor tournaments in dominoes and all-fours.

In charge of the two competitions are V. Emanuel, Ph. Lake, R. Van Blareum, H. Quow, J. Forbes, J. De Vries, Ch. Raghnauth, D. N. Solomon, and B. K. Chand.

Limerick Contest Winners

First prize winner in last month's safety limerick contest is David E. Tang, of the Accounting Department. He wins Fls. 5 for his entry:

One way to be safe this new year:
At work keep yourself in the clear.
Alert ears and eyes,
Your health is your prize,
For an accident can end your career.

Second prize winner is Mrs. N. U. Cenac, of the CYI Office. She wins Fls. 3 for her last line: "You'll work through the year without fear".

Malcolm King, Accounting Department, wins Fls. 2 for his last line: "And to all safety talks lend an ear".

Next month's limerick will be the last. This is it:

The Limerick Contest is done,
There'll be no more after this one,
But keep safety in mind
And you always will find

Just write a last line, make it rhyme with "done", and send it with your name, payroll number, and department to the Aruba Esso News. Get it in by February 22.

Remember — this safety limerick will be the last in the contest. And it will also be your last chance for winning Fls. 5, 3 or 2.



Calvin Hassell, M & C, is seen above atop the Empire State Building in New York while on a recent trip to the States. With him is his cousin, Louise Schmidt. Mr. Hassell spent two months in the States, visiting Miami, Washington, New Bedford, Connecticut, Allentown, Pennsylvania (where he visited with Francisco Dijkhoff and Dominico Britten, Lago's two apprentice scholarship winners), and New York. While in New York he saw former Lagoites L. G. Smith, W. C. Colby, and H. A. Atwood, all of whom send back their regards to friends here. Mr. Hassell went to the States on November 16, returning to Aruba on January 14.

Copious Quantities of Condensed Vapor of the Atmosphere Gravitate Earthward During the Month of January

The year 1949 wasn't the rainiest year in the refinery's history (in fact, it ranked 6th). But 1950 will certainly set a new record if it maintains the rainfall record set during the first 30 days of January.

By the morning of January 30 this year, 7.6 inches of rain had fallen. This is considerably more than has ever fallen during any month of January in the 20 years that records have been kept. The previous record for the most rain in January was 3.59 inches in 1934; the January average is only 1.49. January 1950 thus becomes the sixth rainiest month in 20 years.

There was more rain, 3.09 inches, last August than during any month of August in the last 20 years. The previous high was 2.28 inches in 1938.

Three of 1949's months (February, October, and December) ranked third in total rainfall for those months since 1929. December, with 7.45 inches, was especially heavy, since the average December rainfall over the last two decades is 3.67, less than half 1949's figure.

1944 remains the refinery's wettest year, with 31.19 inches falling. Total amount falling in 1949 was 20.71, just over four inches above the annual average (16.55).

The complete rainfall record, as furnished by the TSD Laboratories (data is in inches):

Year	Jan.	Feb.	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
1929										1.47	2.22	2.63	—
1930	1.26	Nil	Nil	0.53	Nil	0.22	Nil	0.20	0.63	0.85	1.66	2.38	7.73
1931	0.65	0.59	Nil	0.32	0.69	0.03	1.60	0.52	4.84	0.40	1.83	4.12	15.59
1932	2.66	0.30	0.10	Nil	1.30	0.70	0.55	0.82	1.73	4.65	9.71	3.85	26.37
1933	1.97	1.44	0.33	0.15	0.24	0.92	1.90	0.74	0.31	6.67	3.38	9.02	27.07
1934	3.59	0.20	0.10	0.02	Nil	0.33	0.14	1.17	0.17	1.00	4.60	1.59	12.91
1935	0.27	3.40	0.26	0.03	0.03	0.11	0.69	0.20	3.14	1.78	5.31	2.05	17.59
1936	0.34	0.24	Nil	0.40	0.01	0.46	1.54	0.04	2.85	2.59	3.33	2.23	14.03
1937	2.19	0.17	0.05	Nil	0.31	0.27	0.59	0.26	0.48	1.02	2.45	6.73	14.52
1938	2.65	1.38	1.70	2.13	0.35	0.45	1.69	2.28	0.24	2.68	11.85	3.23	30.63
1939	1.45	0.75	0.29	0.06	Trace	0.51	0.05	0.42	0.55	2.18	2.95	2.02	11.23
1940	0.15	0.09	0.10	0.06	0.41	0.08	0.37	0.23	0.78	0.21	5.30	1.12	8.93
1941	0.37	Nil	0.12	4.12	0.41	0.24	0.71	0.05	0.21	1.82	0.52	0.16	9.09
1942	1.07	0.16	0.02	1.21	0.03	1.18	0.55	1.31	1.87	2.59	3.86	5.92	19.79
1943	2.67	0.15	0.39	0.37	0.13	0.68	1.37	0.52	0.16	1.26	2.03	1.75	11.48
1944	0.91	0.38	0.30	0.91	5.50	0.75	0.81	0.35	0.51	1.67	12.10	7.00	31.19
1945	0.44	2.33	0.66	0.80	0.23	1.16	0.52	1.12	0.23	2.95	0.71	0.16	11.31
1946	1.39	1.89	0.10	0.23	0.71	1.61	0.41	0.23	0.01	0.55	6.85	8.67	22.65
1947	2.37	0.15	Trace	Trace	0.01	0.07	0.88	0.71	0.64	0.38	0.72	2.39	8.32
1948	1.19	0.75	0.17	0.84	0.64	0.32	0.62	0.50	0.58	0.67	2.45	1.24	9.97
1949	2.12	2.22	0.11	0.01	0.22	0.02	0.29	3.09	0.15	4.14	0.89	7.45	20.71
Average	1.49	0.83	0.24	0.61	0.56	0.51	0.77	0.74	1.02	2.00	4.13	3.67	16.55

(1929 Data not included in Averages)

Comité pa Problemanan Especial Nombra na Reunion di Dia 18

Comité Consultativo pa Problemanan Especial a worde nombrá pa Directiva dia 18 di Januari y ta inclui e siguiente miembronan: Casper Laele, Alfred Medera, Julio van Dinter, Gideon Rathum, Just de Vriest, Francisco Croes, Fred Marshall, y Reuben Medford. C. F. Smith ta tene contacto cu e Comité pa Directiva. (Na un reunion tení despues, e ocho miembronan a eligi Sr. Laele como presidente, Sr. Medera como vice-presidente, y Sr. van Dinter como secretario.)

Mescos cu den casonan di Comité Consultativo di Sport Park, y di Comité Consultativo di Comisario, e grupo nombrá lo sirbi pa un término y despues di esey eleccionnan lo tuma lugar. E único parti di e plan nobo cu falta pa completá ainda, ta representantenan di distrito, cualnan lo worde eligi despues cu Lago Employee Council y Compania negocia y establece un combenio di trabao.

E Comité Consultativo pa Problemanan Especial lo representá tur empleadonan regular y di staff, pasobra puntonan riba cual nan lo conseha Compania lo afectá tur empleadonan. Mientras cu Lago Employee Council ta negocia riba salarionan, oranan, y condicionnan di trabao pa empleadonan cu no ta den grupo supervisorio, Comité Consultativo pa Problemanan Especial (CCPS) ta conseha y consulta y conseha Compania riba asuntonan deliniá aki bao cu ta di interes pa tur empleadonan. Su miembronan ta inclui empleadonan supervisorio y no-supervisorio, y pa tin representacion proporcional, e ta inclui cuater miembro di nacionalidad Holandes, y cuater di nacionalidad stranhero.

E Comité Consultativo pa Problemanan Especial lo conseha y consulta Compania riba asuntonan cu ta pertenece na plannan di beneficio pa empleadonan, bendemento di articulonnan na empleadonan fuera esnan bendí na Comisario, puntonan di Seguridad cu no ta directamente conectá cu trabao, facilidadnan médico, y otro problemanan cu no ta conectá directamente cu trabao.

Probablemente actividad di mas importante di e Comité lo ta consehamiento tocante plannan di beneficio, manera riba Thrift Plan, Vacation Plan, y Retirement Plan. Pa tal motibo, y pasobra cu pa por consehá eficientemente e miembronan mester tin un comprendemento completo di e varios plannan, posiblemente lo tin reunionnan especial pa pone e miembronan na altura di tur fasenan di e plannan.

Resumen di e Plan Nobo

Comité Consultativo pa Problemanan Especial ta e último comité cu mester a worde formá segun e plan nobo di representacion, bao di cual actividadnan negociativo y consultativo ta worde tratá pa gruponan diferente. Representacion proporcional ta sigurá pa via cu e gruponan ta inclui miembronan di nacionalidadnan Holandes y stranhero na proporcion cu e cantidad di empleadonan cu ta worde representá.

Actividadnan Negociativa

Lago Employee Council ta un grupo negociativo di ocho miembro cu ta trata riba problemanan di trabao en cuanto salarionan, oranan, y condicionnan di trabao. Miembronan ta worde eligi foi henter planta, y ta representá tur empleadonan regular y di staff, cu excepcion di esnan den grupo supervisorio y algun otro grupo menor. E Council ta negocia riba asuntonan negociativo pa henter planta.

Actividadnan Consultativo

Pa problemanan foi trabao tin tres comité consultativo. Siendo cu e asuntonan cu nan ta trata ta afecta tur empleadonan regular y di staff, nan ta worde scogi foi henter planta y ta inclui empleadonan di grupo supervisorio y di grupo no-supervisorio.

Actividadnan di e Comité Consultativo pa Problemanan Especial ta worde

NEW ARRIVALS

- A son, Roberto Francisco, to Mr. and Mrs. Thomas Cannegieter, January 10.
- A son, Dhana Don Turhan, to Mr. and Mrs. Herbin Moore, January 10.
- A son, Wilfrido Israel, to Mr. and Mrs. Frans Koolman, January 11.
- A daughter, Edith Felise, to Mr. and Mrs. Joseph Vesprey, January 11.
- A son, Henry Hugo, to Mr. and Mrs. Ange Brookson, January 11.
- Twin sons, Elwin Dennis, and Edwin Dellis, to Mr. and Mrs. Phillippe Medard, January 12.
- A son, Benito, to Mr. and Mrs. Lodovicus van der Biezen, January 12.
- A daughter, Hendrika Yolanda, to Mr. and Mrs. Wilhelmus Hopmans, January 12.
- A daughter, Antoinette Christina, to Mr. and Mrs. Robert Martin, January 13.
- A son, Leopold Osmund, to Mr. and Mrs. Herbert Cox, January 13.
- A son, Hilario Alfonso, to Mr. and Mrs. Cerilio Maduro, January 14.
- A daughter, Joycelyn Elva, to Mr. and Mrs. Arno Daniel, January 15.
- A son, Eduardo Eufustino, to Mr. and Mrs. Felis De Cuba, January 16.
- A son, David Joseph, to Mr. and Mrs. Matias John, January 16.
- A son, David Anthony, to Mr. and Mrs. David Fung, January 17.
- A daughter, Brenda Shirley, to Mr. and Mrs. Genaro Roos, January 17.
- A daughter, Judith Donna Francezka, to Mr. and Mrs. Ralph Walker, January 18.
- A daughter, Ramona Patricia, to Mr. and Mrs. Francis Jeffrey, January 18.
- A son, James Elbert, to Mr. and Mrs. Stanley Stephenson, January 18.
- A son, Theodore Edward Jr., to Dr. and Mrs. Theodore Kretschmer, January 20.
- A son, Reynold Daniel, to Mr. and Mrs. Henry Richardson, January 20.
- A son, George Alexander, to Mr. and Mrs. Henry Cranson, January 20.
- A son, Kenneth Don Anthony, to Mr. and Mrs. Stephen Blaize, January 21.
- A son, Mohamed Yussuff Haroun Al Raschid, to Mr. and Mrs. Mohamed Haniff, January 21.
- A son, to Mr. and Mrs. Jacques Vaseur, January 23.

Francis Fourrier Joins LOF In Executive Development Program

Francis Fourrier, General Foreman of the Light Oils Finishing Department at Humble Oil's Baytown refinery, has arrived in Aruba on a loan basis in connection with Jersey Standard's Executive Development Program. He is now working with G. L. MacNutt, assistant division superintendent of the Light Oils Finishing Department.

Mr. Fourrier started at Baytown in 1936 in the labor department after he received his degree in chemical engineering from Louisiana State University. In 1937 he joined Process Control and in 1939 entered TSD. In 1943 he became Process Foreman of the Butadiene Plant. He was named Assistant General Foreman in charge of Lube Extraction in 1945, and in 1948 assumed his present position as head of Light Oils Treating at Baytown.

Mr. Fourrier is the third of three executives to be loaned to Aruba through the Executive Development Program, allowing Lago's higher ranking supervisors to be released for rotational assignments.



Francis Fourrier

Dutch Aircraft Carrier Here

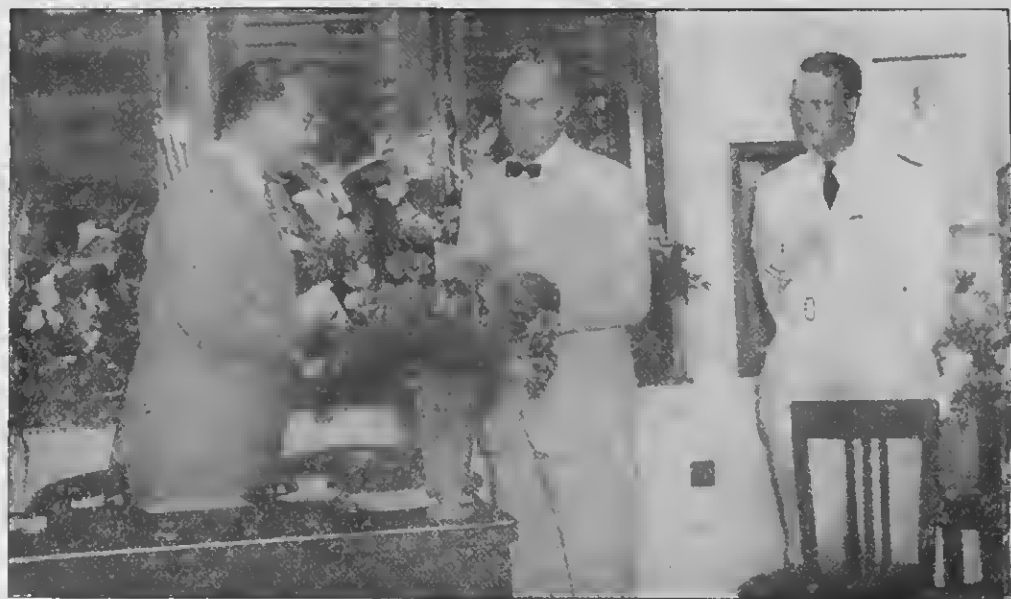
The Netherlands aircraft carrier "Karel Doorman" is due to dock in Oranjestad harbor the weekend of February 4. The ship is the one on which Prince Bernhard travelled from Holland to the West Indies last month. The general public will be given an opportunity to visit the ship; as the Aruba Esso News went to press however, visiting hours had not been announced.

duná na principio di e artículo aki.

Comité Consultativo di Comisario ta conseha Directiva riba problemanan di cumpradonan cu por presenta na Comisario den Planta.

Comité di Recreo di Lago Sport Park lo tin responsabilidad di organizá y conduci actividadnan na Lago Sport Park.

Tur e cuater gruponan ta activo cada un riba su terreno, y di tal moda ta duna empleadonan medianan pa cual nan por expresa nan opinion, sea riba asuntonan negociativo of asuntonan advisorio.



Several hundred distinguished guests representing Curaçao government and business circles attended the opening January 16 of the Curaçoesche Conrant's new print shop at Willemstad. The large and well-equipped shop (where the Aruba Esso News is printed) now has the fullest printing facilities in the area. A part of the dedication ceremony is shown; Governor L. A. H. Peters of Curaçao is presenting owner P. Gorsira with the Government order changing the name of the street where the shop is located to "William Lee Street", after the man who founded the business in 1812. Lago was represented at the opening of the new shop by R. W. Schlageter, of the Public Relations Department.

Barco di Bela A Perde Banda di Costa di Aruba

Biahando di Santo Domingo pa Aruba cu un carga di maishi y fruta, e barco di bela "Don Quijote" a contra masha mal tempo banda di costa pa nort di Aruba, Diadomingo, 15 di Januari.

Cu belanan geskeer y timon kibrá, e barco a keda ta drief sin rumbo, cu diezun bida den balanza. Di es diezun abordo, diez tabata tripulantenan y e otro tabata un pasahero, un tal Emilio Suarez, kende tabata aki na Aruba como maestro di música algun anja pasá.

Ora cu situacion a bira eritica, cuater homber a dicidi di baha den un bareo di rema pa busea auxilio na tera. Nan tambe a keda ta drief, y aunque nan a baha for di e barco di bela for di Diadomingo 7'or, nan no logra di alcanza tera sino ta Dialuna merdia. E ora nan a eamna for di Boedoei te Santa Cruz, unda nan a reportá na Warda di Polies pa banda di 3'or di merdia.

Den preparacionnan pa bai duna auxilio, a yega noticia eu ya tabata laat, pasobra e barco a dal contra barrancanan y a keda na werki.

Di e siete hombernan eu a keda abordo wardando auxilio, un sea a hoga of a dal contra barrancanan; poliesnan a mira e curpa ta drief. E otronan a salba, bulando na awa net promé cu e bareo a plama riba e barrancanan. Segun e sobrevivientenan ta reportá, e difunto tabata un homber di mas a menos 55 a 60 anja di edad.

Despues di a haei un inspección na costa, poliesnan a hiba e sobrevivientenan warda, unda nan a haei un reportaje completo di e tragedia. Ateneion médico no tabata neesario, pasobra ningun di e sobrevivientenan no a hiba ningun daño.

Bonus Nobo pa Costo di Bida

Den un reunion cu Lago Employee Council dia 28 di Januari, Directiva a anunciá resultadonan di e último resumen di costo di bida, lo cual ta motibá un bonus nobo pa costo di bida pa empleadonan regular y di staff pa e siguiente tres lunanan, esta di 1 di Februari te 30 di April. E bonus nobo, igual na e bonus pa e tres lunanan anterior den tur respectu, lo ta 5.39 por ciento di ganamentonan regular y di overtime, y di cualkier ganamento extra sea temporal of interino. E bonus anterior tabata 5.23 por ciento.

E Council a worde informá tambe cu di awor p'adelanti anuncianan di eambionan di honus pa costo di bida lo worde haci den Aruba Esso News so, y no pa medio di Anuncio General manera tabata custumber. Esaki ta segun póliza nobo pa usa Aruba Esso News mas extensivamente pa haci anuncianan na empleadonan.

Softball Competition Starts

A softball competition for the youths of Aruba got underway last month at the San Nicolas Juniors' Field. The tournament is sponsored by B. Marcellin, San Nicolas merchant, and was organized by Richard H. Murray, of the Storehouse, and Richard Hazel, of the Welding Department.

The tourney started on January 15, and all games will be played on Sunday mornings starting at 9:30 at the SN Juniors' Field.

At the opening game ceremonies Mr. Marcellin spoke on the idea behind the establishment of the competition. He said it was based on the ideals of the late Father Flannagan of Boys' Town, who claimed that there was no such thing as a bad boy.

Other speakers included E. J. Huckleman, B. K. Chand, and J. Wever.

Mr. Marcellin tossed out the first ball in the Cardinals-St. Louis game, and the tourney was underway. The St. Louis team won the first game, and the Baby Ruth Juniors beat the Aruba Red Sox in the second.

SPAC Continued from page 1

hours, and working conditions. Members are elected from the plant "at large", and represent all staff and regular employees except supervisors and certain other small special groups. The Council negotiates on negotiable matters plant-wide.

Advisory Functions

For off-the-job problems there are three committees with advisory functions. Since the matters they deal with affect all staff and regular employees, they are chosen from all levels including supervisors, on a plant-wide basis.

The Special Problems Advisory Committee functions are given earlier in this story.

The Commissary Advisory Committee will advise Management on customer problems arising from the operation of the Plant Commissary.

The Lago Sport Park Recreation Committee will be responsible for organizing and conducting activities at the Lago Sport Park.

All four groups are now actively engaged in representing employees in their special fields, providing channels for employee opinion on negotiable or advisory matters.

SCHEDULE OF PAYDAYS

Semi-Monthly Payroll	
January 16—31	Wednesday, Feb. 8
February 1—15	Thursday, Feb. 23
Monthly Payrolls	
January 1—31	Thursday, Feb. 9

H. R. H. Prince Bernhard

At ARUBA January 23-24, 1950



Aruba's royal visitor leaves the control tower at the new airport building.
Aruha su bishit. real ta baha for di toren di e edificio di vliegveld nobo.



Assistant General Manager O. Mingus adds his greetings to those of other Management members at the Main Gate.

Sub-gerente General O. Mingus ta aña di su saludo na esnan di otro miembronan di Directiva na Main Gate.



Medical Director R. C. Carrell invites His Royal Highness to tour the Lago Hospital.

Director di Departamento Médico Dr. Carrell, ta invita Prins pa inspecta facilidadnan di Hospital.



Hundreds of employees lined refinery roads as the party passed through.

Cantidad di empleadonan a yena aceranan den refinaria pa mira Prins pasa.



He watches an aerial display by the Aruba Flying Club.

Prins ta presta su atencion na un demostracion di Aruba Flying Club.



Hundreds of Lagoites' families saw the Prince here at the San Nicolas school.

Famianan di hopi empleadonan di Lago a mira Prins ora cu el a bishita school na San Nicolas.



The Prince, accompanied by Governor L. A. H. Peters, drives away from Dakota Field to begin his two-day tour of Aruba.

Prins, acompaña pa Gouverneur L. A. H. Peters ta sali for vliegveld pe cuminsa su bishitanan riba Aruba.



Sabaneta schoolchildren greet their royal visitor with the Wilhelmus.

Muchanan di school di Sabaneta ta cuminda nan Prins cantando Wilhelmus.



A guard of honor presents arms as the Prince leaves the K.L.M. "Flying Dutchman" that brought him to Aruba.

Un warda di honor ta presentá arma ora cu Prins a baha for di e aeroplano cu a trecé Aruba.



Three little girls at Noord are plainly very happy to be seeing the Prince.

Tres mucha muher na Noord ta mustra nan legria cu binimento di Prins.

Prince Be
latter's pr

Prins Beri
De Vuijst

J. J. Hor
before lu

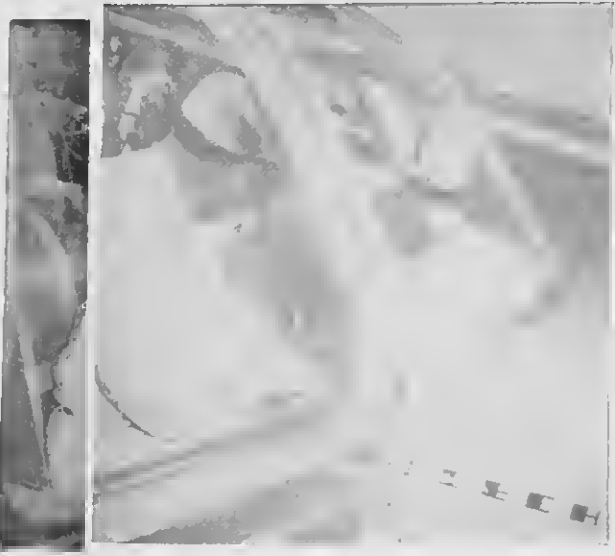
Sr. Horiga
e lunch a

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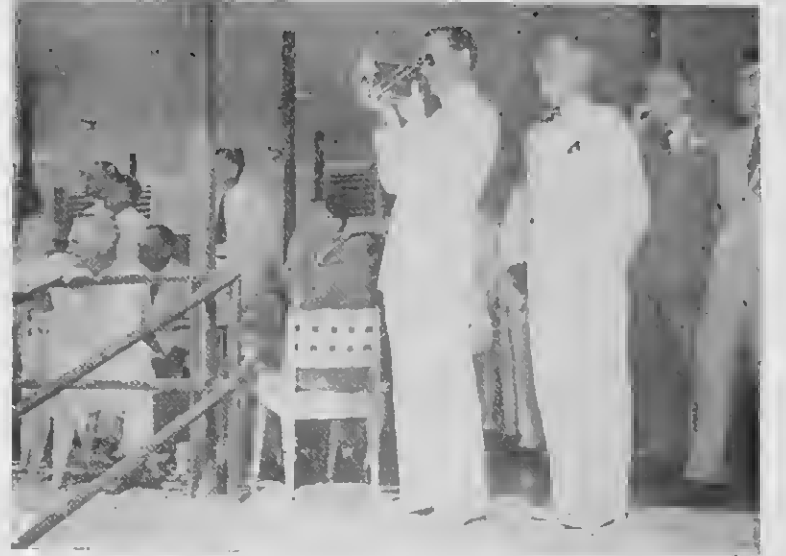
Gouverneur



Prince Bernhard, Alex Shaw of Utilities check the controls on the latter's plane before taking off from de Vuijst Field for a flight to Dakota with H.R.H. as pilot.



At the Santa Cruz school the tall Prince bends far over to talk to Maria, Canisia, and Teresita Geerman, triplets whose birthday is the same as Princess Margriet's. Looking on are Father Grove, Sister Everdina, and Frere Frederikus.



An ardent movie fan, the Prince took many pictures of the A.F.C. flying show. Shown beside him are B. Teagle, director of public relations (and president of the flying club) and Acting Lt. Gov. H. Hessling.

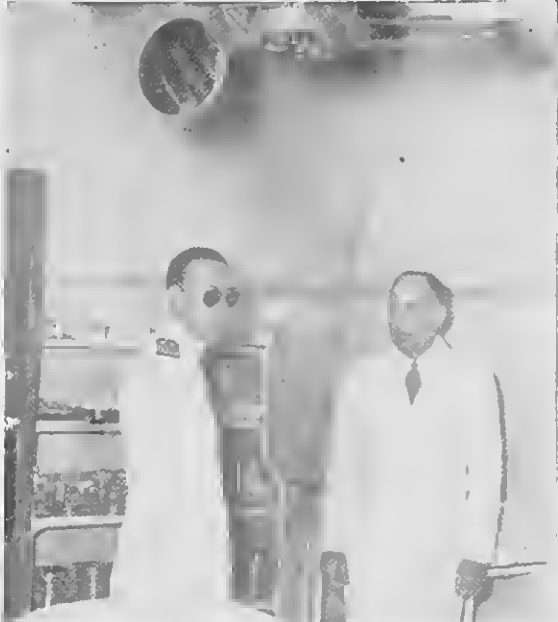
Prins Bernhard di Utilities net promé cu nan a sali di legveld Dakota den aeroplano di Sr. Shaw. Prins mes tabata di pitoto.

Na Santa Cruz, Prins ta papia cu Maria, Canisia, y Teresita Geerman, e tres rumannan cu a nace riba mes fecha cu Prinses Margriet. Pastoor Grove, Soeur Everdina, y Frere Frederikus a sali hunto cu nan.

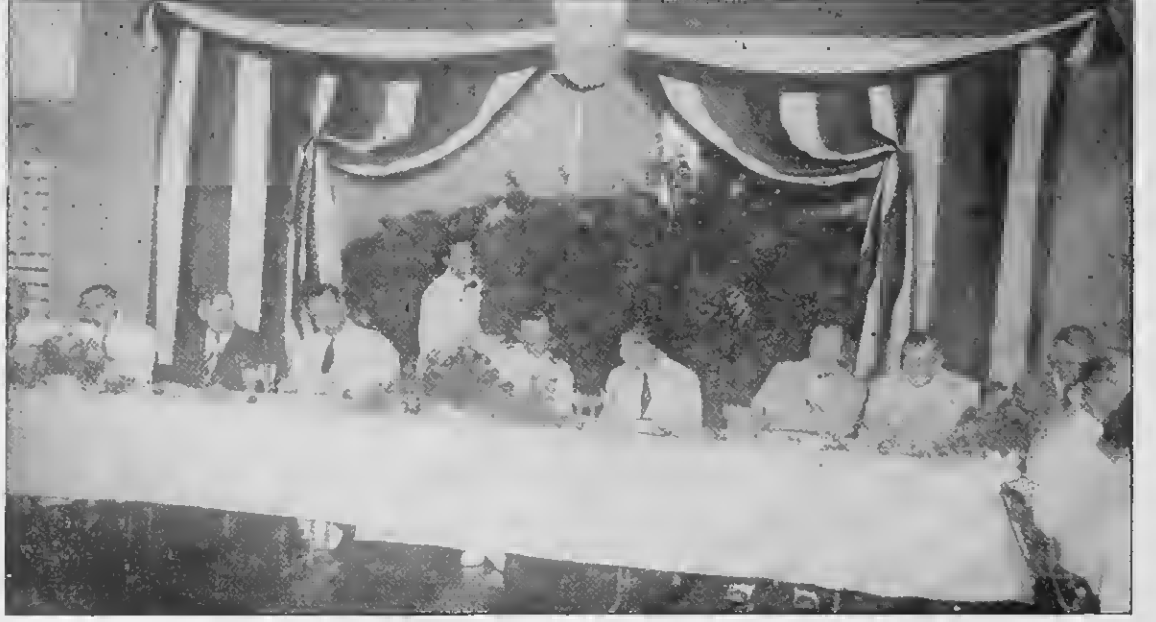
Un aficionado di pelicula, Prins Bernhard a saka hopi di e demostracion aereo di Aruba Flying Club. Banda di dje nos ta mira B. Teagle di Public Relations y Gezaghheber Interino H. Hessling.



J. J. Horigan introduces the Prince to C. J. Griffin before the luncheon at the Esso Club. At center is Dr. J. N. Borbonus.



Dr. Carrell takes the Prince through one of the air-conditioned operating rooms at the Hospital.



His Highness and Lago President J. J. Horigan are shown in conversation at the luncheon tendered by the Company at the Esso Club for 48 members of the Prince's Party and of Management.

Sr. Horigan ta presenta Prins na C. J. Griffin promé cu e lunch igit na Esso Club. Mei-meí nos ta mira Dr. J. N. Borbonus.

Dr. Carrell ta muestra Prins un di e kamheranan di operacion na Hospitaal.

Su Alteza Real y President di Lago, Sr. J. J. Horigan combersando durante e "lunch" cu Compania a ofrecé na Esso Club pa 48 persona, miembranan di e grupo real y di Directiva.



Prince Bernhard's first official act in Aruba was placing a wreath at the statue of Boy Ecury. After greeting each member of the Ecury family (background) he met former Resistance members.



The Prince receives a gift at Lago's school for his daughter Marijke from 3-year old Bonnie van Montfrans, granddaughter of former Lt. Governor I. Wagemaker. Others who presented gifts were Maria van Ogtrop, Shirley Rimmer, and Hendrika Koster, each for a princess of her own age.



He was very interested in the Hospital's incubators for care of very tiny babies.

Prins Bernhard, promé acto oficial na Aruba tabata ponemento di un kran na estatua di Boy Ecury. Despues di a cuminda miembranan di famia Ecury, Prins a wordé presentá na miembranan anterior di Dundergronds.

Prins ta ricibi un regalo na School di Lago pa su hije Marijke cerca Bonnie van Montfrans, nieto di tres anja di Gezaghheber anterior, I. Wagemaker. Otronan cu a presentá regalonan tabata Maria van Ogtrop, Shirley Rimmer, y Hendrika Koster, cada un pa un prinses di nan edad.

El a muestra masha interes den "Incubators" pa jioenan cu nacé promé cu nan tempo.



Governor C. Ir. Prins Bernhard, Acting Lt. Gov. Hessling, and Principal C. Ir. are shown on the porch of Dranjestad's Julianaschool.



Dr. L. C. Kwartz greets the Prince at the head of the official welcoming committee.



The Prince's party pauses at the bottom of the gangway on their arrival January 23. Prins y su escorte na e momento cu nan a caba di yega Dialuna, 23 di Januari.

Gouverneur C. Ir. Prins Bernhard, Gezaghheber Interino Hessling, y Hoofd isquin na entrada di Julianaschool na Playa.

Mr. L. C. Kwartz ta cuminda Prins como cabez di e comité oficial di Reception.

Prins y su escorte na e momento cu nan a caba di yega Dialuna, 23 di Januari.

Race Against Time

Continuing the dramatic story of our triumph over time in the job of tanker turnaround



The January 20th issue of the Aruba Esso News featured the introductory part of "Race Against Time", the story of the successful efforts to cut time spent by tankers in Aruba. Early in 1947 a committee was formed to study the problem of tanker turnaround. More than thirty thousand hours were being lost each year by tankers awaiting berth at Aruba. World demands for oil plus high demurrage costs made the situation serious.

Plans were underway to improve the harbor by adding new finger piers, but in the meantime the factors affecting harbor traffic were studied. Some operations could be speeded up; other time-consuming factors could be eliminated.

Improvement in tanker turnaround depended on departments throughout the refinery, and each was asked to do its share. Now, at the beginning of 1950, it takes only 28 hours, 6½ minutes to service a tanker. The conclusion of this article tells how 22 hours and 35 minutes were sliced off the average time a tanker spends at Aruba.

Studies seemed to show that the delay was mainly due to bunching of ships outside the harbor. Twenty-five percent of the time, one to six tankers would be waiting their turn for berths. They would pyramid while the harbor tried to work off the backlog of ships. And then some days there would be no tankers, resulting in idle docks.

A tanker isn't like a railroad train. Wind and sea affect its timing. In spite of all efforts on the part of New York to schedule the ships, they tended to bunch. So, while better control of shipping was vital, it could not be depended upon to correct the problem entirely.

There is an old naval saying that a new broom sweeps clean, but the old broom knows the corner. The Marine Department met the challenge directly by forming a new group, Harbor Operations. Seasoned men were placed in the new division. The job facing this group, headed by an experienced captain, was to speed up tanker turnaround in conjunction with the Ship Operations division. They began to whittle away the minutes on the clock.

Ship dispatchers who report on the condition of the tankers were sent outside the harbor to board ships instead of waiting for them to berth. Considerable hazard was added to their job since it is far more difficult to climb thirty feet of rope ladder in a rough sea than to walk up a gangplank. But this saved a lot of dock time. Repairs could be speeded up by knowing about them in advance. A Receiving and Shipping gauger also boarded the ships outside the harbor to inspect tanks. Orders for stores were put in before the ship berthed. All of this, of course, had to be worked out with Customs, and the cooperation of the Inspector of Customs proved to be a vital part in speeding

tanker turnaround.

Time was saved by having tankers pump out much of their ballast outside the harbor instead of at the docks. The Government pilots were most cooperative in bringing ships into the harbor with less ballast. The pilot force was increased, and the six pilots put themselves on a rigid schedule; sometimes all three pilots on shift were working at the same time.

Changes Depended on Crews

All of these changes depended on the cooperation of the shipping companies and the tanker crews. The Aruba turnaround problem was explained to them. Many improvements in loading speed were made possible by the crews' labor in getting the tankers ready to receive. Quick pumping of ballast is a crew operation. Loading oil at record breaking speeds means extra strain on the crew, for working close to capacity is tricky and difficult.

Tanker captains agreed to sail at night rather than in the morning if their loading was finished after sundown. This cleared the berths for incoming ships. In fact, if they began to bunch up, loaded tankers were sent outside to wait for their final laboratory checks and papers. In some cases this saved as many as twelve to eighteen hours per operation.

Three small launches were added to the harbor fleet. One utility launch, the Fontaine; a small tug, the Noord, and the large tug Colorado Point were also put into service. A stores barge to shuttle supplies to all parts of the harbor freed the launches for other work.

While the work on the new finger pier began, a new mooring berth at the reef was built for repairing of ships. Plans

were made to raise the Marine Control tower, since delays occurred from not being able to signal some ships directly.

Credit goes to the Lago Police Department; constantly alert to the turnaround goal, the men of L.P.D. expedited vessel sailing. They helped to notify and round-up crews when the tankers were ready to sail. Any situations that might have delayed seamen were handled quickly and smoothly by the police.

The clock ticked on. By the end of 1947 the average tanker time had been reduced to 44 hours, 3½ minutes. Almost a full 8 hours shift had been saved per turnaround.

Receiving and Shipping was also watching the clock. A continual time and motion study was set up, with gaugers recording every loading in detail. The records filled out by the men at the gauging office, the pumphouses, and the docks, were studied carefully. Sources of delays were pinpointed. Suggestions from all the men of Receiving and Shipping were solicited and many good ideas were promptly acted upon. Such suggestions as better dock lighting, and swifter hose handling methods were a direct result of these studies.

A new refinery water booster pump was installed to handle ships bringing fresh water to Aruba. A full cargo from a T2 tanker could be unloaded in twenty hours against the forty hours needed before.

Another hour was cut off the turnaround time by a new power feeder to the gasoline pumphouse and a new fuel oil pump in the loading pumphouse. Procedures for blending were carefully reviewed, and time was saved by improved planning and methods. Personnel was shifted, setting up an assistant operator to deal directly with tanker loading.

Other Departments in Race

Other departments entered the race against the clock. The dispatching section of the Accounting Department began to prepare papers before the tankers were completely loaded. Most consignees were willing to accept approximate figures for oil received, and exact figures were forwarded by airmail.

Another dispatcher clerk was added to ease the load, which at times can be a vast job. This saved fifteen minutes to an hour per vessel. Some ships loading mixed cargoes may have as many as twenty-one different sets of papers to fill out. The dispatcher might handle 1000 separate sheets of paper in preparing cargo documents for a single ship.

M & C, in charge of dry cargo unloading and all maintenance, did its share. Maintenance for the harbor was given top priority. Methods of handling cargo from ships like the Esso Aruba and the Esso Bolivar were studied, and a fulltime man was assigned to improve efficiency in operations. Like Receiving and Shipping, M & C made complete reports on every operation. For time saved in unloading cargo would clear the docks for other tankers. Better lighting in cargo holds, for instance, resulted from these studies.

Perhaps the most important improve-

ment in dry cargo handling was the use of pallet loading. It worked this way: Shipments from the Butterworth System docks at Bayonne were loaded onto wooden platforms. The shipments, platforms and all, were stowed in the ship's cargo hold.

When the ship docked at Aruba, the platform, or pallet, made handling of the shipment easy. By the use of fork lift trucks, considerable hand labor in moving cargo from the docks to the storehouse was eliminated.

While cargo handling was being improved, M & C tied in with Process by speeding up the tank repair program which pulled out, repaired, and put back into service as much as half a million barrels of tank storage a month. Any shop repair work for tankers that could not be handled by the Marine Department was labeled "first priority" by the M & C shops.

Other work done by M & C included replacement lines for air, water, and a 16 inch unloading line placed to the reef docks. The pile driver was constantly assigned to maintenance of docks. And now, soon ready to go into action, is a new 15 ton Whirley crane which will be mounted on a barge to speed up the lifting of dry cargo.

T.S.D. Work was Vital

Various projects requiring engineering planning and studies were given prompt handling by T.S.D. Engineering.

T.S.D. Laboratories had been working all this time to cut down the hours. Samples of rust from tanks on ships loading aviation gasoline were analyzed before the tankers berthed; they were thus given a clean "bill of health" in time to fasten the hoses as soon as the mooring lines were tied. This fast coordination between departments meant that the loading lines could be scheduled for a ship long before it docked.

In fact, the laboratories worked so efficiently that soon it was common practice for the labs to telephone the results of intermediate samples before loading was completed, so work on the cargo documents could start.

A delicate balance had to be kept between quality and speed. More exact standards helped to cut the time. Delays caused by contamination of products were largely eliminated by more rigid checking of samples. So, as the volume of business rose, necessary discharges of off-test cargoes were decreased.

Three years are past. The clock at the end of 1949 reads 28 hours, 6½ minutes.

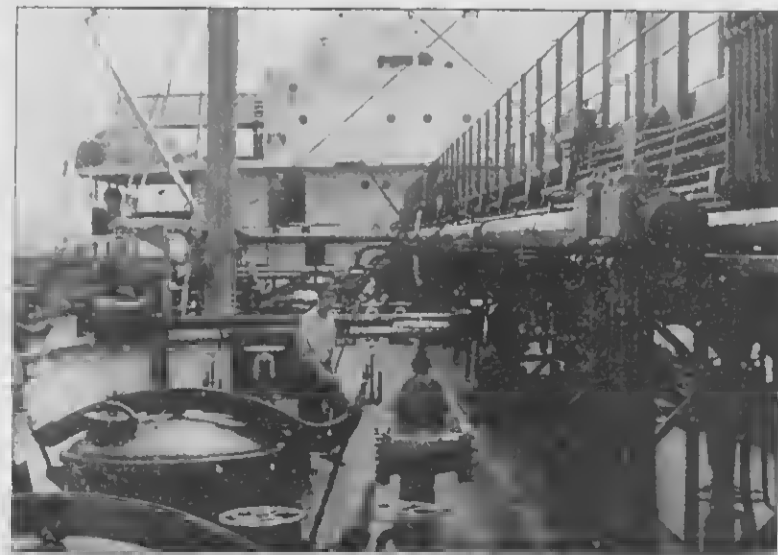
Cutting down tanker turnaround has been a big job. It is an accomplishment that is vital to Lago's ability to compete in the world oil market.

To the hundreds of men who had a part in the job; to the men who represent Lago, tanker crews, the Government and consular officials and our affiliates in the New York office, must go the credit. Their labor and sweat, their ingenuity and dedication to the task, have made the "impossible" challenge a reality.



The Marine Department formed the Harbor Operations group to speed turnaround. Above are Captain W. F. Baker, acting head; R. N. Wilkie of Ship Operations;

George Earney, dispatcher; and M. Dunn, shift supervisor. The group consists of 15 men on continuous shift.



Key to the successful program was the cooperation of tanker crews and shipping companies. Tankers in spick and span condition ready to receive oil, such as this Esso supertanker, are invaluable.

Slicing Tanker Turnaround Time Was a Vast Operation by Many Departments



C. D. Goedgedrag, assistant operator at the loading pumphouse, checks the gauge of the new fuel oil pump (pump is inside building). This operator is one of four who deals directly with tanker loading.



On the docks the wharfingers boosted turnaround efficiency by improved hosehandling methods. Whenever possible the hoses were lined up ahead of time; the tankers could load shortly after docking.



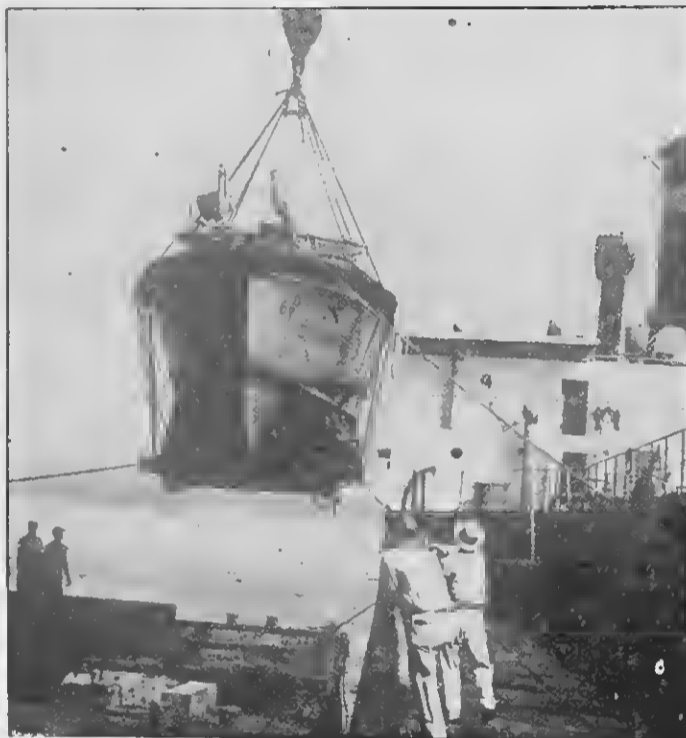
C. Lake, gauger, inspects the ship's tanks and relays his report to the office. Complete reports filled out by the gaugers were studied. Several new loading methods resulted from these studies.



At the Receiving and Shipping office, G. H. Niekooop checks loading reports which show the time each operation takes. Sources of delays were pinpointed; good suggestions were acted upon.



M. Noot, head pilot, stands on the bow of one of the three launches which the six pilots use to meet tankers and bring them into the harbor. The pilot force was increased to meet the problem; a rigid schedule was followed to keep the tankers moving.



Dry cargo handling by M & C together with high priority ratings on all harbor and tanker repair work sliced time off the clock. Pallet loading increased efficiency. Quick lifting of bulky items such as this launch being placed on a lake tanker was essential.



The tugboat Delaplaine maneuvers an Esso tanker away from the dock. The addition of three launches, a stores barge, a utility launch, and a small and large tug helped harbor traffic move faster. Walkie-Talkie radio communication is now being planned.



The government and consular officials had a vital part in the job. In the above picture the port doctor boards a tanker followed by a ships dispatcher. Immigration and Customs also improved turnaround time.



Testing of a cargo of aviation gasoline is being done by Ramon Croes, Lab 1. Samples like this were taken before the loading was completed; if tests were satisfactory, work on the cargo documents could start.



Alvin A. Texeira, accounting dispatcher, may handle 600 to 1000 pieces of paper for a single vessel. A new assistant and use of approximate figures made it easier to have documents ready for sailing.



At the start of 1950, new harbor facilities will begin to cut turnaround time even more. This new 75' observation tower; the finished finger pier, and other projects will carry on the job done so well.

Coin Your Ideas Pays Out Fls. 1485 to 48 Employees

A total of Fls. 1485 was paid out by the Coin Your Ideas Committee for 48 suggestions which were judged winners in November. Top winners were Carl E. Rogers, Adolfo Arends, and C. J. Arends, each of whom won Fls. 100.

Mr. Rogers' idea was to remove the accumulated catalyst in the cottrell precipitator breeching during operation or general inspection.

Adolfo Arends suggested that code calls nos. 602 and 603 be discontinued.

C. J. Arends' winner was that Commissary deliveries to Lago Heights bungalows be staggered.

Other winners from the November list:

H. R. Narain, Fls. 50, install board system for unlicensed Lake Fleet personnel.

J. D. Morris, Fls. 40, equip all gauges used for hydrostatic testing of vessels and drums with jet connections.

Arthur Le Grand, Fls. 40, method for removal of compressors cylinder heads, GAR-2.

Thomas E. Foy, Fls. 40, reinforcement to keep steering column in place on three-wheeled scooters.

Ashby Atherley, Fls. 40, discontinue issuance of Dixie cups.

Aurelio Barros, Fls. 35, when easting pump bases, cast numbers also in relief, old and new bases.

W. van Heyningen, Fls. 30, install fire extinguishers on all cranes, tractors, and bulldozers.

Carroll Bond, Fls. 30, relocate suction line valves north of No. 1 hot oil pump, combination units 1-4.

Pedro Nicolaas, Fls. 30, increase height of fence on road, vicinity of Tank No. 288.

Joseph Jourbert, Fls. 30, attach "L" type connection to exhaust pipe of each barrel still vacuum pump, Lab No. 3.

Kenneth Hewlett, Fls. 30, relocate one shot valve stem lubricators to side of compressor casing, GAR-2.

M. Garrido, Fls. 30, install guard rails on catwalk of new transit mix trucks.

A. Lo Fo Wong, Fls. 30, use personal cups in all control rooms.

Daniel Hassell, Fls. 30, install trays under each set of burners, No. 5 combination unit.

Charles Jardine, Fls. 25, lengthen base of lube oil eradles, GAR-1.

Herman Figueira, Fls. 30, relocate valve above union discharge side steam traps.

Fred Wormald, Fls. 30, place 8" stub in ash piece section to 16" motor ethyl line.

Thomas A. Wolfe, Fls. 25, install plastic or hard rubber fixtures in lake tankers.

H. Garcia, Fls. 25, take orders for Christmas trees months in advance.

L. J. Sylvester, Fls. 25, remove section of railing, vicinity of cross soaking section, Pressure Stills Nos. 5 and 6.

Edgar Leysner, Fls. 25, install ladder on cooler box, no. 11 Crude Still; and Fls. 20, install extension to 1" steam valve to bank tube inlet, no. 5 rerun still.

Council Ladner, Fls. 25, install heavy mesh monel screen on each side of strainer in spent circulating line, PCAR 2nd floor.

L. E. Benne, Fls. 25, install or extend monorail over pump no. 1578, loading pumphouse.

Norris Nyack, Fls. 25, remove present and install in new position safety barricade around electric line pole between BQ's No. 10 and 12, Lago Heights.

M. Christiaans, Fls. 25, install drain line to Nos. 4 and 5 gasoil outlet on no. 5 cooler box to drain and test coils.

R. G. Castanheira, Fls. 25, change current source of water cooler to instrument source, ISAR.

Jack Janison, Fls. 25, install T and valve in water outlet and inlet lines for backflushing N.D. and P.D. aftercoolers, Vis Units.

BERNHARD *Continued den pag. 1*

ficio y a mira e diferente facilidadnan moderno pa tur empleadonan y nan famianan. E tabata particularmente interesá den seccion pa muchanan y den "incubators" den cual jioenan eu nace tempran of otronan cu mester di cuida espeacial ta worde tení.

Durante su conversacionnan cu Prins Bernhard, Mr. Horigan a muestra riba e varios facilidadnan y plannan di beneficio cu Compania ta mantene pa su empleadonan.

Dos punto cu a interesá Prins mashá tabata programa di aprendiz, na cual 400 mucha-homber Arubiano ta tuma parti den un curso di 4 anja, y entrenamiento pa supervisornan y pa otro empleadonan durante oranan di trabao.

Prins Bernhard a muestra interes tambe den e sistema di representacion di empleadonan, pa medio di eual empleadonan por trata cu directiva di Compania riba problemanan eu ta afectá nan.

Otro asunto nan riba eualnan Sr. Horigan a yama Prins su atencion tabata facilidadnan di recreo, pa cual Lago ta percurá, incluyendo Sport Park nobo cu lo keda cla pa celebracion di Anja di La Reina; importancia cu Compania ta pone riba seguridad di su empleadonan; varios plannan di beneficio cu Compania ta mantene pa bienestar di su empleadonan.

Promé acto di Prins ora cu el a yega Aruba tabata ponemento di un kran na monumento di Boy Ecury na Oranjestad. Despues di esey el a bishita kerki, varios schoolnan y misanan, y otro lugarnan.

Despues di su bishita na islanan Holandes di West Indie, Prins Bernhard tabata pa haci bishitanan oficial na Mexico y Canada. Lo e bolbe Holanda 'anda di mei-mei di Maart.

Dominico Kelly, Fls. 20, install lunch lockers in Boiler Shop.

Matthew John, Fls. 20, install fire extinguisher in building south of Colony sub-warehouse.

Jose Koolman, Fls. 20, erect bicycle rack in vicinity of Zone A office.

E. H. de L'Isle, Fls. 20, install sprockets and chains to three 2" valves, steam/water manifold, No. 11 Crude Still.

Leonard Marques, Fls. 20, relocate temperature recorder in O.H. line before cooler, No. 11 Crude Still.

Francois H. Jacques, Fls. 20, install handles or knobs on doors, Esso Heights Camp.

F. Lo Fo Sang, Fls. 20, install step at southwest entrance of Cracking Plant Sub-station.

Frank Mingo, Fls. 20, install bleeder from controller bottom plate to sewer or blowdown tar controller valves, combination units Nos. 1-8.

Joseph Hinkson, Fls. 20, provide slot for papers, etc. at Lago Heights Post Office.

Darrell Jackson, Fls. 20, install step and light between tanks nos. 20S and 74.

Chesterfield Boyee, Fls. 20, construct small cigarette butt containers and place in Esso Heights quarters.

P. Erasmus, Fls. 20, connect walkways and install handrails northeast of no. 5 air compressor aftercooler.

Rupert Bishop, Fls. 20, paint extension handles, used for windows, Lago Club Auditorium.

F. L. Berry, Fls. 20, remove request slip boxes and place inside X-ray Laboratory, construct wall slot.

Paul M. Wallace, Fls. 20, illuminate parking lot between Lago Police Office and Aruba Trading Company.

Juan Yaragaray, Fls. 20, install drain line from oil burner wash to sewers, combination units Nos. 1-8.

O. Dowling, Fls. 20, install wire screens in windows, waiting rooms to Sections C and D, Lago Hospital.



Approximately 500 children attended the annual New Year's party organized by Venezuelan Consul General Ramon Madrid. The party (above) was given at the Sociedad Bolivariana, and presents and refreshments went to all the children who attended.

PRINCE'S VISIT *from page 1*

from De Vuijst Field to Dakota Field at the other end of the island. He flew a plane belonging to A. H. Shaw, Utilities Division, and was accompanied by his aide, Major G. Sonderman, and Mr. Shaw. Three other planes, piloted by members of the Aruba Flying Club, escorted the Prince on his flight.

The Prince expressed himself as well-pleased with the performance of the plane, a four-passenger Beechcraft Bonanza, and was very appreciative of the opportunity to pilot the ship.

His desire to fly the plane arose after watching it take part in an aerial exhibition put on by members of the Aruba Flying Club. The exhibition was held over the lagoon next to the Esso Club, where the Prince and his party had luncheon.

Prince Bernhard and his party arrived at Lago's main gate about 11 o'clock on the morning of January 24. They left Lago about 3 in the afternoon. During that time Company President J. J. Horigan acted as host to the royal visitor.

After driving through the refinery, the party stopped at the Lago High School. There the school children sang the Dutch national anthem and four girls, corresponding in age to the four Royal Princesses, presented the Prince with gifts to take back to the Princesses in Holland.

From the School Prince Bernhard

went to the Lago Hospital. There he was taken on a tour of the building, where he saw the various up-to-date medical facilities which are available to all Lago employees and their families. He was especially interested in the nursery and the incubators where premature babies and others needing special care are taken care of.

During his conversation with Prince Bernhard, Mr. Horigan pointed out the various facilities and benefit plans which the Company provides for its employees. Two features which especially interested the Prince were Lago's apprentice training program, where over 400 Aruban boys are in a four-year course, and the Company's supervisory and on the job training for other employees.

Prince Bernhard also showed interest in the system of employee representation at Lago, in which employees deal with the Company's management on problems affecting the employee body.

Other matters which Mr. Horigan brought to the Prince's attention were the recreation facilities provided by Lago, including the new Sport Park stadium which will be ready for the Queen's Birthday this year; the extent to which the Company encourages the development of educational facilities both among its employees and elsewhere on the island; the importance which the Company places on safety; and various benefit plans which the Company sponsors for the welfare of



Employees from the Acid and Edeleanu Plant gathered recently to present a farewell gift to Erskine Anderson, who left Lago after 20 years service to go to the States. Mr. Anderson plans to attend Lincoln University in Pennsylvania and work toward a degree in law. He is seen above holding the package which R. V. Heinze (wearing jacket at left) has just presented to him. In addition to his long service at the Acid Plant, Mr. Anderson had also been a valued Aruba Esso News reporter for many years.

Privacy

We built a fence—
No little labor—
To hide our doings
From our neighbor.

But now that we
Have stopped his viewing,
We can't see what
Our neighbor's doing.

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Safety Pays